

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 13-14, 2003

Reference No.: 2.3a.
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Dolores Valls
Acting Chief
Division of Design

Subject: ROUTE ADOPTION, 4-SM-1 KP 61.8/64.1 (PM 38.4/39.8)
Resolution HRA 03-04

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) is Highway Route Adoption Resolution HRA 03-04 and the map of a location for the State Highway Route 1. The Department of Transportation recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts a 2.3-kilometer (1.4 mile) location for State Highway Route 1 in the County of San Mateo as a controlled access highway.

A Project Report was approved June 28, 2002. An Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) has been approved for California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) on April 30, 2002.

Recommended by:



BRENT FELKER
Chief Engineer

Background

The original portion of State Highway Route 1 in San Mateo County (County) was adopted in 1936. In 1937, the current facility, which frequently parallels the coast, was open to traffic. Since Route 1 was opened through Devil's Slide, road closures have been commonplace. In October 1958, initiation of studies on a proposed Devil's Slide bypass was announced followed by the adoption of a bypass route by the Highway Commission in December 1960.

In November 1996, the voters of San Mateo County passed the Devil's Slide Tunnel Initiative known as Measure T. This initiated the process to amend the San Mateo County Land Use Plan to provide a tunnel for motorized vehicles behind Devil's Slide through San Pedro Mountain. The measure also requires voter approval of any other alternative to the tunnel, except for repair of the existing highway. In January of 1997, the California Coastal Commission voted to certify the amendment as submitted by the County.

This segment of roadway is designated as part of the Scenic Highway System. Since the original route adoption on April 13, 1936 two unconstructed route adoptions have been approved. The first adoption, approved December 14, 1960, was south of Moss Beach to Pacifica. The second adoption, approved March 27, 1986, was north of Montara and intersected the 1960 adoption. Both the 1960 and 1986 adoptions will be rescinded as part of this new route adoption. There is no chance of them ever being built; not rescinding could pose a financial hardship to the affected landowners and require compensation by the Department of Transportation.

Proposal

The proposed project would adopt a new route location in this area and construct a double bore tunnel to bypass Devil's Slide area, which is and will continue to be unstable due to erosion by landslides and wave action. The Project Report was approved June 28, 2002 and EIS/EIR were approved on April 20, 2002.

The selected preferred alternative provides for a double bore tunnel 1,219 meters in length with twin bridges at the north approach. The width of the roadbed will allow a 3.6 meter traveled way with 0.6 and 2.4 meter inside and outside shoulders consistent with Design Standards for Freeway Tunnels. The alignment of the proposed project is inland of the unstable slide plane area and effectively addresses the need and purpose of the project.

The total cost estimate for the project is \$272,519,000. The project is funded from the Emergency Relief (ER) funds provision of the Transportation Equity Act for the 21st Century (TEA-21). The cost estimate includes \$229,570,000 for construction, \$1,325,000 for right-of-way and \$41,624,000 for support. This project is scheduled for construction in June 2004.

Coordination

This document has been prepared in conformance with the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) to address potential impacts of the proposed State Highway Route 1 adoption.

There are no non-standard design features on this project.

A new freeway agreement will have to be executed following route adoption approval.

Conclusion

The proposed adoption of the new freeway location for this portion of State Highway Route 1 is considered to be in the best interest of the public.

Attachments

Resolution HRA 03-04
Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution Adopting A Controlled Access Highway Location
4-SM-01 KP 61.8/64.1 (PM 38.4/39.8)**

Resolution HRA 03-04

WHEREAS, the Department of Transportation, with input on the project from the County of San Mateo, has completed studies and approved of the public hearing process relative to the adopted State Route 1, in San Mateo County; and

WHEREAS, the Department of Transportation has completed a Environmental Impact Statement/Environmental Impact Report; and

WHEREAS, the project will have minimal effects on the environment which will be mitigated; and

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Highway Route 1, 2.91 kilometers north of Second Street at Montara to 1.8 kilometers south of Linda Mar Boulevard in Pacifica, in San Mateo County and officially designated as 4-SM-1, as said location is shown on the map submitted on August 1, 2003 by Dolores Valls, Acting Chief, Division of Design; and

BE IT FURTHER RESOLVED that the previously unconstructed route adoptions are hereby rescinded; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.

